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STILL MORE FISH AT T WHARF.

PRICES LOWEST SINCE LAST
SUMMER, AND SPLITTERS
AND CANNERS BENEFIT.

The average T wharf fish dealer has seen so many fish lately and had so little call for them that he is almost in the frame of mind of wishing there wouldn't be a trip in for a week, and then perhaps things would wake up a bit again.

This morning, after having far more yesterday than was wanted, there are a dozen trips in, five of them from off-shore, the rest market boats. The latter's catches will be marketed all right, but the big chaps will have to go to the splitters and cannery. Four of them, schs. Mary F. Curtis, Effie M. Prior and Mary F. Curtis, Harmony, Effie M. Prior and Rose Dorothea, will go to Gloucester with their fares to split, while sch. Benjamin F. Phillips will take out at East Boston.

A few off-shore haddock were taken out at \$1.15 and shore haddock brought only \$1.50, the lowest price since last summer some time. No off-shore cod were started and shores sold at \$2.15 to \$2.75. Hake, cusk and pollock were way off also. It certainly looks as though "the jig is up" for a while, as far as striking any kind of market is concerned.

Boston Arrivals.

The fares and prices in detail are:
Sch. Laura Enos, 1000 cod.
Sch. Flaviola, 1500 haddock, 10,000 cod.

Sch. Mary F. Curtis, 29,000 haddock, 25,000 cod, 10,000 cusk, 3000 halibut.

Sch. Harmony, 21,000 haddock, 34,000 cod, 7000 cusk, 4000 halibut.

Sch. Effie M. Prior, 40,000 haddock, 17,000 cod, 2000 cusk, 2000 halibut.

Sch. Rose Cabral, 26,000 haddock, 3000 cod.

Sch. Emily Cooney, 6000 haddock, 400 cod.

Sch. Elizabeth W. Nunan, 8000 haddock, 13,000 cod, 15,000 hake, 7000 cusk, 1000 pollock.

Sch. Annie and Jennie, 2500 haddock, 400 cod.

Sch. Rose Dorothea, 55,000 haddock, 15,000 cod.

Sch. Mary E. Silveira, 15,000 haddock, 21,000 cod, 5000 hake, 15,000 cusk, 1400 halibut.

Sch. Benj. S. Phillips, 60,000 haddock, 23,000 cod, 1000 cusk, 1000 halibut.

Off-shore haddock, \$1.15 per cwt.; shore haddock, \$1.50; large cod, \$2.15 to \$2.75; market cod, \$1.50 to \$2; pollock, \$1.35; hake, \$1 to \$1.85; cusk, \$1.50 to \$1.75; halibut, 6 to 9 cts. per lb.

The Mackerel Fleet.

Sch. Hockomock is at this port from Portland. She is fitted for south mackerel netting and will sail from here after painting up. Sch. Motor, Capt. A. Herman Pennington, sailed south mackerel netting Tuesday afternoon and sch. Monarch, Capt. John Matheson, sailed Tuesday afternoon south mackerel seining, making eight seiners to get away thus far.

Sch. Jennie H. Gilbert, Capt. Charles White, has fitted for a southern mackerel netting trip and will sail in a few days.

Capt. George H. Peeples has sch. Lafayette all ready and fitted to sail mackerel netting, but will probably be delayed in starting until Monday as his ankle which he injured some time ago is now giving him considerable trouble.

Capt. Reuben Cameron is fitting sch. Mary E. Hart for south mackerel. Capt. Cameron may put in a couple of weeks at pollock seining before starting south.

Sch. Bernie and Bessie is here from Portland, all ready to sail south mackerel netting.

Sch. Massasoit, Capt. Frank Nolan, has sailed from Boston on her southern mackerel netting trip.

Capt. Norman Ross is fitting sch. Veda M. McKown for south mackerel seining and will sail about Monday or Tuesday.

HADDOCKERS AT PORT CLYDE.

Many Vessels Selling Their Fish to
the Canning Factory.

Several of the big off-shore haddockers have been in at Port Clyde, Me., since the first of the week and landed fares of haddock and cod to the Burnham & Morrell concern, which has a fish canning plant there. The fish sold at \$1.50 for haddock, \$2.25 for large cod and \$1.75 for medium cod.

Sch. Moaniam landed 106,000 pounds there and brought 2800 pounds of halibut here to sell. She got \$1566 on what she landed there.

Sch. Rex landed 80,000 pounds there and brought 3000 pounds of halibut here yesterday.

Sch. Georgia landed 50,000 pounds there and is now at this port to fit for another voyage. Capt. Forbes is thinking of taking up pollock seining again and going to the Kips.

Sch. Susan and Mary landed 85,000 pounds there and sold 2500 pounds of halibut at Portland and came here on Tuesday to fit out again, either for another fresh shack trip for the same place or to get ready for the annual Cape North fresh and salt trip. She stocked \$1460 on the trip.

Sch. Vanessa was at Port Clyde yesterday with 95,000 pounds of fresh fish and between 2000 and 3000 pounds of halibut.

Portland Fish Notes.

Steamer E. N. Brown, which has been engaged the past month in chasing pollock, is certainly having hard luck. On Saturday last she had her big seine badly chewed up by its catching in the wheel of a passing motor boat, and on Monday while off Half Way Rock while coming in with her big seine boat towing astern it filled with water, and in order to save the seine the boat was cut adrift and went to the bottom, a loss of about \$150.

The fishing vessels are badly handicapped just now by the difficulty in obtaining fresh bait. But few herring have been taken this spring and most of those caught in this vicinity have been sold to the packing factory at Boothbay at good prices. The Portland schooner Lochinvar arrived back here Wednesday after an unsuccessful attempt to procure bait at the eastward. She touched at Port Clyde and Boothbay, finding a few herring at the latter place, but they were held at the prohibitive price of five dollars per barrel. Rather than pay that the skipper concluded to put back here, and will use frozen bait from the Portland Cold Storage Co., who have on hand only about 75,000 pounds, and their supply is rapidly disappearing. It is hoped that the herring will soon put in an appearance in near-by waters as otherwise the fishermen will be in a bad way.

The New fishing steamer Martin J. Marran, which was launched at Rockland on Tuesday from the Cobb, Butler & Co. yard, arrived here Wednesday afternoon in tow of the tug Cumberland and was docked at the Portland Company's wharf where her boilers and machinery will be installed.

The Portland Argus says: "The schooner Catherine Burke of Gloucester, which has generally sold her halibut fares at this port, was in yesterday from the Quereau Banks with a catch of about 35,000 pounds, but did not sell here and proceeded to Gloucester, which will doubtless lead the Times to remark that Gloucester after all is "not the worst place in the world to sell halibut."

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Big Lobster Shipment.

The biggest shipment of lobsters received this year from the provinces came in yesterday at Boston in the steamer Boston from Yarmouth, filling 1338 crates. It was estimated that the shipment was worth at least \$20,000. The consignment broke the famine and will probably force prices down to near normal.

For Flitched Halibut.

Capt. Carl Adams is fitting sch. S. P. Willard for a flitched halibut trip.
Capt. Alex Lager is now fitting sch. Grayling for a flitched halibut trip.

FISHING FLEET SEEKING BAIT.

COLD WEATHER BLAMED FOR
LATE RUN OF HERRING
AND ALEWIVES.

Bait is a scarce article at present, and the haddockers are searching and telegraphing everywhere trying to locate a supply.

Sch. Conqueror came back yesterday afternoon from an unsuccessful search on the Maine coast. Capt. Griffin reported that sch. Slade Gorton, which had been down that way, had gone over the shoals to Edgartown, looking for alewives.

Several of the haddocking fleet here will go bait hunting soon. The skippers think the cold weather is responsible for the alewives and herring being slow and look for a run at Provincetown and Monomoy as soon as there is any warm weather.

Some of the skippers think it will be late this season when the ice will allow the crafts to get to the Magdalen Islands for fresh bait. Some of them will make a fresh shack trip before fitting therefore for the Cape North trip. Among those who will have another try on LaHave and Brown's before making the trip to the eastward are schs. Moaniam, Lizzie M. Stanley, Onato and Cynthia.

Portland Fishing Items.

Tuesday's arrivals:

Sch. Marjie Turner, Rose Blanche, N. F., with 165,000 lbs. pickled cod to Lord Bros. Sch. Quickstep, Seal Island, N. S., with 20,000 lbs. halibut and 20,000 mixed fish. Schs. Thomas Brundage, with 5000 lbs. pollock; Robert and Carr, 2000; Katie L. Palmer, 3000; sloop Alice G. York, 25,000; schs. Susan and Mary, 2500 lbs. halibut; and Elizabeth W. Nunan, fishing (later for bait.)

A good fish fare was landed by sch. Quickstep of Gloucester, Capt. William Snow, which came in from a 10 days' cruise on the Seal Islands, off Cape Sable, she bringing in about 20,000 pounds of halibut and an equal amount of fresh cod. The halibut were purchased by Capt. Fred Harty of the New England Fish Company, he paying 7½ and 10 cents. Some of the halibut were extra large fish, weighing over 300 pounds. The skipper reports rough weather the first few days on the banks, but for the past week conditions have been fine. About 15,000 pounds of pollock were brought in by several different vessels and nothing but warmer weather is needed, so say the skippers, to bring the fish to the surface in all directions.

Exhausted Crow Making Home On Schooner.

Capt. Gourley Anderson of sch. Susan and Mary, which arrived here on Tuesday, reports that a few days ago, while the vessel was 60 miles southeast of Cape Sable, a weary and almost exhausted crow flew slowly up to the vessel and dropped on deck almost exhausted. It did not take long for the kind hearted trawlers of the craft to see that the stray bird had his fill of food and water and next day he became quite chipper. The vessel went to Port Clyde, Me., and landed her fresh fish and also put in at Portland with her halibut, but the crow stayed right by the schooner and showed no inclination to leave. Yesterday the vessel put in here to fit out for another trip and his crowship was still on deck and apparently the most contented bird in the world. It looks as though he would become the ship's pet and may go along with Capt. Anderson and his crew on the next trip.

Lunenburg, N. S., Fishing Notes.

Sch. Clintonia, Capt. Emil Mack, is at Canso with a fair catch of fish.
Sch. Lila D. Young, Capt. Berlinger, sailed Monday for the banks.
Sch. Muriel B. Walters, Capt. Angus Walters, with 150 quintals of codfish, arrived here Sunday to land one of her crew, who was suffering from measles. She landed her fish and proceeded to sea.
Sch. Jennie E. Duff (new) sailed Monday for the banks via Halifax.
Sch. Uramus is fitting at Smith's for the banks.

The new sch. Benjamin C. Smith, Capt. John C. Corkum sailed Monday afternoon for the banks on her first fishing trip.

Sch. J. B. Young, Capt. Albert Himelman, arrived Sunday at Halifax from the banks with her main topmast missing. The schooner encountered a heavy gale several days ago, which carried the topmast away. She is going on the slip at Dartmouth.

Halifax Fish Market.

The Halifax Herald says:

"We presume that speculations are now being made as to the opening prices of new season's codfish. Owing to the backwardness of the weather, deliveries are still some distance in the future, but we heard of one Lunenburg skipper last week who was willing to contract for his spring catch at \$6.25 per quintal. We heard of another that had already landed some fish and he expected \$7. His situation, however, would be different from that of the large majority of the fleet as he will be practically the first to be ready with new fish and his total offerings will be of small proportions. It will be interesting to note how near both have come in the expectation of actual conditions when the market opens."

Halibut Sale.

The fare of halibut of sch. Claudia sold to the New England Fish Company at 8 1-2 cents per pound for white and 5 cents for gray.

For Georges Halibuting.

Capt. John Hopkins will now fit sch. Agnes for Georges halibuting.

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Good Demand for Fresh Peak Codfish.

Fresh Peak codfish evidently are wanted. When sch. Elsie arrived yesterday afternoon and the fare was placed on the market, the bidding began and practically all the firms took a hand. This morning the fare sold to the Gloucester Salt Fish Company at \$2.25 per hundred weight for large and \$1.75 for mediums.

Provincial Schooner Crushed in Ice.

Word was received at Halifax yesterday, that the wooden schooner A. K. Maclean has been crushed in the ice on a passage from Louisburg, C. B., for St. John's, N. F. The captain and crew of the vessel had a narrow escape from death while leaving the schooner, but managed to reach the shore in a small boat.

First Summer Trip.

Sch. Robert and Arthur sailed from T wharf Tuesday morning for the east for her first summer trip in that direction. Capt. Julius Anderson will stop at Boothbay harbor to take bait and ice and will then go to Cashes bank.

Salt Mackerel Imports.

The imports of salt mackerel to last week of the catch of 1910 are 34,478 barrels, against 33,039 barrels to the same date last season, of the catch of 1909 and 43,115 barrels in 1909, of the catch of 1908.

Good Stock of Sch. Moaniam.

Sch. Moaniam, Capt. Hugh Quinlan, stocked \$1808.45 as the result of her recent haddocking trip, landed at Port Clyde, Me., the crew sharing \$43.10.

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Shore Codfish Plentiful.

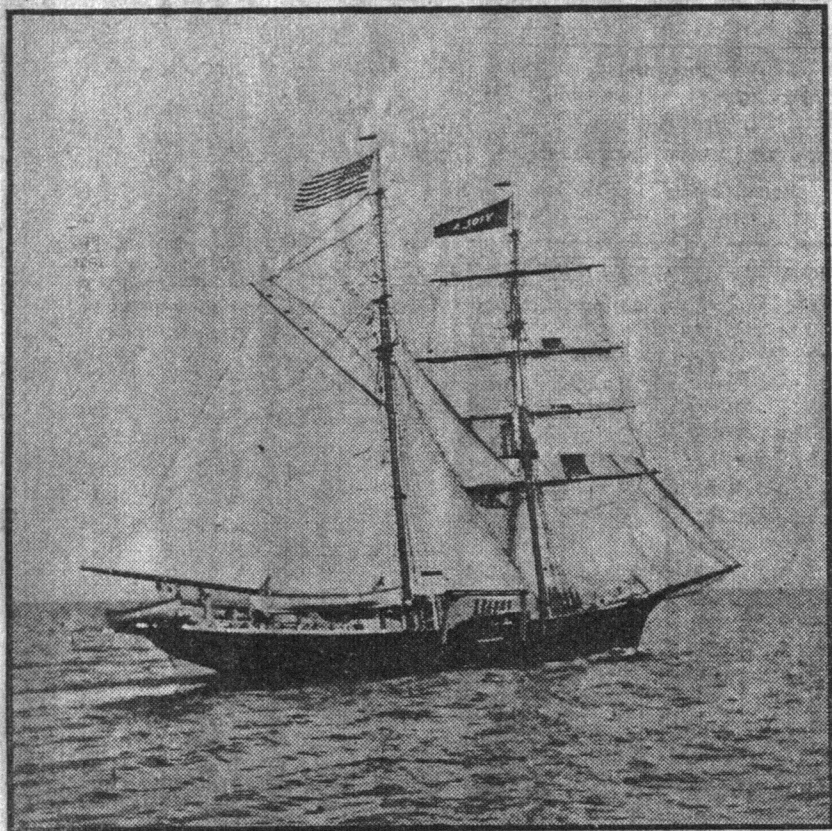
There seems to be quite a lot of codfish on the shore now. Some of the little crafts at the Fort on Wednesday landed more than they have for a long time of this kind of fish, while at Provincetown the gasoline dory fleet struck the biggest kind of fishing. The fish dealers were kept busy there all day taking what the dories and other small boats brought in and last night they had 200 boxes of "steakers" boxed and ready for shipment.

Wrecked Men Home.

Several of the wrecked crew of the fishing schooner Colonial of this port arrived in Portland Tuesday. They came on the Margie Turner from Rose Blanche, N. F., during the night. The members of the crew have been coming back by various vessels and steamers since then and those brought by the Margie Turner Tuesday were the last of the lot.

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ESSEX-BUILT WHALER FOUND PRIZE.



WHALING BRIG VIOLA, WHICH HAS SECURED VALUABLE LUMP OF AMBERGRIS.

Brig Viola Secured 55-Pound Lump of Ambergris, Worth \$25,000.

A letter received in this city a few days ago, by Charles H. Andrews, manager of the Union Spar Company, from Capt. John A. Cook of the whaling brig Viola, which was built at Essex and rigged, sparred and fitted at this port, confirms the reports of a month or so ago to the effect that the craft had secured a big lump of ambergris and bid fair to make a record-breaking voyage.

Capt. Cook is very well known here and well liked. He is known as one of the leading whaling captains now in the business and his letter, which follows, will be of much interest here:

"At Sea, March 19, 1911.

"Charles H. Andrews:—Did you ever know a man by the name of Cook who fitted out the new brig Viola at your port? I thought that a few lines from him might be of interest to you.

"First allow me to say that the brig Viola, built at Essex by Messrs. Tarr & James, is as near perfection for a whaler as can be built, a great sailer and good sea-going vessel. Your spars, what I have got left, are all right. I carried both topmasts and fore-top-gallant-mast out of her last September and got new ones at Cape de Verde islands.

"Among the whaling fleet for time at sea, eight months out, we are high line, having taken 1000 barrels of sperm oil and 55 pounds of ambergris, worth from \$200 to \$400 per pound.

We are now bound to Barbadoes to send this cargo home, take on supplies and go to our summer fishing grounds to fill up again. We have been as far south as latitude 33 degrees and as far east as 11.30 east longitude. I shall come home some time in 1912 and come down to Gloucester to see if you have forgotten how to make a fore-topmast. You did well, and all your work was all right.

"Should you see Mr. Tarr or Mr. James, tell them all the old whalers think there never was such a vessel as the Viola. I sometimes laugh as I look at those spars and think how hard you worked to get them out for me that there might not be any delay.

"It now looks as if we should make a record voyage. I have a good gang and all are after the dollars. Of course an old fellow like me can do nothing more than find the whales. Then it's the business of the young fellows to catch them.

"The Arthur Woodruff reached the west coast whale ground in January and had taken 300 sperm when we left, at which time the Bertha D. Nickerson had 300, the bark Alice Knowles 500, the bark Wanderer 400, the bark Greyhound 400, the sch. Pedro Varela 400 and the bark Morning Star 350 barrels sperm.

"I hope the vessels have done well in the fishing business at your port. Please extend my regards to all inquiring friends.

"Sincerely yours,

John A. Cook,

"Master of brig Viola."

SPLITTERS GET TODAY'S RECEIPTS

TWO GOOD FARES OF FRESH CODFISH ARRIVED FROM THE PEAK.

The splitters get practically all there is in here today. Sch. Clara G. Silva is down here from Boston with 40,000 pounds of fresh fish and sch. Hortense is on the way down with 50,000 pounds.

Yesterday afternoon sch. Elsie, Capt. Thomas Downey, arrived here from the Peak, with 80,000 pounds of fresh codfish, being the first shacker to arrive here from that ground this season. This morning sch. Lillian, Capt. C. Clarence Malone, the only other fresh fisherman which has been in the same locality, also arrived, bringing 90,000 pounds of fresh cod.

From a Georges halibuting trip sch. Claudia, Capt. Andrew Gouverneau, brings a nice snug fare and sch. Vanessa is here from Port Clyde, Me., where she landed her 95,000 pounds of haddock and cod, with 2000 pounds of halibut.

It was much too rough for the little shore and lake boats yesterday and in consequence nothing was landed at the Port.

Sch. Catherine Burke, which arrived at this port yesterday with a trip of halibut, had also 8000 pounds of salt cod with the fare.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Vanessa, via Port Clyde, Me., 2000 lbs. halibut.

Sch. Elsie, The Peak, 90,000 lbs. fresh cod.

Sch. Lillian, The Peak, 90,000 lbs. fresh cod.

Sch. Claudia, Georges, halibuting, 12,000 lbs. halibut, 15,000 lbs. salt cod, 25,000 lbs. fresh cod.

Sch. Clara G. Silva, via Boston, 40,000 lbs. fresh fish.

Sch. Carrie C., Georges.

TODAY'S FISH MARKET.

Salt Fish.

Trawl bank codfish, large, \$4.50; mediums, \$4.

Handline Georges codfish, large, \$5; medium, \$4.50; snappers, \$3.

Trawl, Georges codfish, large, \$4.75; medium, \$4.25.

Eastern halibut codfish, large, \$4.50; medium, \$4.

Haddock, \$1.25.

Pollock, \$2.

Cusk, large, \$2.50; medium, \$2; snappers, \$1.50.

Hake, \$1.75.

All codfish with napes picked bring 25c over the above prices.

Fresh Fish.

Haddock, \$1.10.

Large cod, \$2.25; mediums, \$1.75; snappers, 75c.

Peak fresh codfish, \$2.25 per cwt. for large and \$1.75 for mediums.

Cusk, large, \$1.70; mediums, \$1.25; snappers, 60c.

Hake, \$1.10.

Dressed pollock, \$1.10; round \$1.

Halibut 8 1-2 cents per lb. for white and 5 cents for gray.

PORT OF GLOUCESTER.

Coastwise Arrivals.

Sloop America, Rockport.

Br. sch. Arizona, Plympton, N. S., lumber and wood.

New Fishing Steamer.

The fishing steamer Martin J. Marran, one of three fast steamers being built for a New York Company to be used in connection with the menhaden fisheries on the coast between North Carolina and Cape Cod, was launched Tuesday afternoon at Rockland. The steamer was christened by Miss Margaret Marran, daughter of Captain F. J. Marran of Patchogue, N. Y., who will go in command. The steamer cost \$50,000 and her principal dimensions register 165 feet length over all, 23 feet breadth of beam and 12 depth of hold.

A sister craft to the Martin J. Marran is being built by A. D. Story at his Essex yard.

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HAD HARD PASSAGE HOME.

Sch. Marjie Turner of Portland Encountered Ice Fields.

Telling of unusually hard ice and weather conditions on the south Newfoundland coast, Capt. Samuel Colson of this city brought the Portland sch. Marjie Turner to her home port on Tuesday from Rose Blanche, N. F., deeply laden with a cargo of 165,000 pounds of salt cod, consigned to Lord Brothers.

"We had a mighty hard trip coming home and we were glad to get back," said Capt. Colson. "The ice off the coast at Newfoundland raised havoc with the fisherman as the fishing grounds off the coast were a mass of ice and it was impossible for the fishermen to reach the fishing spots. Many times during our stay at Rose Blanche the harbor was filled with ice, making it impossible for the boats to get out of the port. As a result of the ice off the coast we were forced to wait for our cargo of fish."

"We left Rose Blanche, April 9, for Portland, and at that time there was 10 feet of snow in Newfoundland. The ice off the coast forced us to creep along close to the shore and several times were forced to circle large fields of ice so we covered fully 1000 miles on a trip, while the distance from Rose Blanche to Portland is only about 650 miles."

"The second day out from Rose Blanche we encountered a severe easterly snow storm and were forced to put into Burgeo for shelter. After leaving Burgeo we kept near the shore for a distance of 75 miles and then we got clear of the ice fields. Then we encountered the strong head winds, so it was impossible to make good time."

Decrease of Nova Scotia Lobster Catch.

Alfred J. Fleming, United States consul at Yarmouth, N. S., writes relative to the decrease in the Nova Scotia lobster catch.

"On March 15, three months, or one-half of the lobster season on the Nova Scotia coast, closed and up to that date only a trifle over 8000 crates of live lobsters had been exported from this port to the United States, against 10,000 for the same period in 1909 and 9000 in 1910."

"In the number of lobsters caught this has been the smallest season for many years, yet the revenue receipts will average up with last year, as from the beginning of the season, on December 15, the price has been unusually high, and will average about \$22 or \$23 per crate, as against not over \$18 or \$19 for previous years. Lobsters have sold as high as \$50 per crate of 110; on several occasions they have brought \$40, and rarely during the six weeks ended March 23 less than \$25. Early in the season they sold at about \$15 and not above \$20 per crate."

"It has been a very hard year on the lobster fishermen on account of loss of traps through frequent and destructive storms, several of which destroyed thousands of dollars to the fishermen. Taking this loss in connection with the reduced catch, notwithstanding the high prices, the season, on the whole, has been a bad one, probably the worst for many years. The canneries have practically done nothing, owing to the scarcity of the lobster and the high prices, and thus far the amount canned in this consular district is not one-half what it was one year ago at the same date. Canners are somewhat disturbed about the matter, as many have booked orders which it will be difficult to fill."

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Fishing Fleet Movements.

Schs. Smuggler and Hazel R. Hines sailed from Canso, N. S., Tuesday.

Schs. Smuggler, Senator Gardner and Hazel R. Hines were at Canso, N. S., on Monday.

Schs. Pontiac, Alice, Ellen C. Burke and Ethel B. Penney were at Liverpool, N. S., on Monday and cleared.

Steamer Angella B. Nickerson, which has been hauled up here, has been fitted out and took coal on Tuesday and will go to Provincetown to make a start spring fishing.

Incoming Vessels Met Heavy Winds.

It blowed very hard along shore yesterday and the sea was about the worst of the whole winter and spring season. Schs. Vanessa and Conquerer came in yesterday afternoon, having made flying passage up from Port Clyde, their skippers reporting plenty of wind and an unusually wicked sea. Sch. Elsie came along from the eastward about the same time and it blowed so hard that she tore her mainsail just before making port.

SEATTLE VIEW OF RECIPROCITY.

Circular Tells Its Effects on the Fishing Industry of the Pacific.

Will Also Affect Coastwise Shipping Disastrously.

Millions of people are asking what is reciprocity? Newspapers have been full of it, statesmen have pointed out how it will benefit or damage business, while President Taft is certain that the United States and Canada will both benefit if Congress enacts the law introduced this week. The Weiding and Independent Fisheries Co. of Seattle, Wash., says the New York Fishing Gazette, hold some decided views on the subject, which have been put in the form of a circular letter and widely distributed for signatures against legislation on the subject. They tell that the principal industries of Washington are lumbering and fishing, and continue:

"As we are engaged in the fishing industry, we want to state what effect reciprocity will have on those engaged in this business. The principal varieties of fish caught and handled on this coast are salmon, halibut and codfish. The Puget Sound halibut fishing fleet has grown to enormous proportions. The principal fishing grounds are off the coast of British Columbia and southeastern Alaska. Ship builders have been and are building more vessels in proportion for the halibut trade, than for any other industry. Practically all the vessels engaged in this business were built here. To construct a new steamer here cost about twice the amount that a similar vessel can be bought for in Great Britain. Every steamer fishing for halibut from British Columbia ports and flying the Canadian flag, was built in Great Britain."

"On account of the restrictions of our present shipping laws, vessels can be operated much more cheaply under Canadian register than ours; furthermore, on account of the location of the fishing grounds, vessels have to steam from 250 to 300 miles further to Puget Sound ports in landing catches at Vancouver, which means a heavy expense for fuel and wages. If the reciprocity bill passes, it will be more profitable for vessel owners to obtain Canadian charter and operate out and ship from Vancouver, and as soon as the Grand Trunk railroad is finished, it is safe to predict that Prince Rupert will then be the shipping port for the southeastern Alaska catch. Seattle will lose the bulk of the business as soon as the duties are removed."

"Quite a number of large fishing companies from Great Britain and other European countries have been investigating conditions here, and intend sending vessels to this coast to fish out of Canadian ports. There they can operate with Japanese or other cheap labor, and our American vessels will either be put out of business or also go under the Canadian flag. The codfish fleet will be affected the same way."

Would Not Cheapen the Price of Canned Salmon.

"An article from Washington, D. C., published in favor of reciprocity, stated that our salmon canners would be able to go to Canadian water and secure their supply there, which would cheapen the price of canned salmon. This is not so. Salmon canners can now go into British Columbia and buy salmon, and the United States government will refund 99 per cent. of the duties paid for salmon so entered, as soon as the manufactured product is shipped to a foreign country. As a large proportion of the salmon pack is sold foreign, this does not affect the price. It would be impossible for the canners to make a profit on the fish so bought, if he could not get duty refunded. On account of the highly perishable nature, it is impossible to haul salmon a long distance for canning purposes. The plenty of canneries in British Columbia to take care of all the fish

are caught, and for the protection of their canneries the Provincial government of British Columbia has passed a law that prohibits the exportation of salmon caught with certain appliances, except in manufactured condition. What are conditions there prevailing among the fishermen? About 90 per cent. of the fishermen on the Fraser river are Japanese, and the white men have practically been driven out.

"Supporters of reciprocity tell us

that it will cheapen the price of commodities and mean a saving to the consumer. In theory this sounds well, but in practice this will not be true. Anyone that is informed about the prevailing prices here and in British Columbia, and is not prejudiced, will testify that the consumer pays as much, and often more, for supplies in British Columbia than they can be bought for here, and it is actually cheaper for a family to reside in Seattle or Tacoma than in Vancouver or Prince Rupert, C. B. By securing and comparing prices and market reports from different cities, this will be easily shown."

Alaska Trade Will Be Captured by British Columbia Ports.

"There is another reason Seattle should fight reciprocity. This city is justly proud of her Alaska trade, and it has been the principal cause of Seattle's rapid growth and prosperity. A large fleet of steamers, flying the Stars and Stripes, in which millions of dollars of money is invested, are depending on this trade for its existence. Alaska has been the best customer this city has had. Just as surely as the American merchant marine has been driven from the high seas, so will our coastwise shipping be annihilated, and foreign vessels, chartered or operating at rates which will be ruinous to American vessels, will carry goods from British Columbia ports to Alaskan points, and a large share of this trade will be captured by British Columbia cities, which, being nearer to Alaska, have a natural advantage. British Columbia firms engaged in halibut fisheries are already rejoicing and are negotiating for additional foreign vessels. They openly boast that they are going to control this trade, and they will be able to do it, if we get reciprocity."

"It has been said that our government protects our industries, but it has not done nearly so much for them as the Canadian and the British Columbia Provincial government has done to protect theirs."

"To state a few cases."

How Uncle Sam Protects the Pacific Fishermen.

"It has been the custom for years for American halibut steamers to call at Nanaimo, B. C., and take coal for fuel, and herring for bait. This is customary all over the world, and foreign vessels can come into our ports and buy whatever supplies they may want. Our British Columbia neighbors, however, passed an order, refusing to sell coal and bait to American halibut fishing steamers, in order to embarrass our operations. It is international law that vessels can go into foreign ports for shelter, water or supplies, and our fishermen have often been compelled to seek safety in the harbors of Vancouver and Queen Charlotte Islands from the fury of raging storms. It has often occurred that a Canadian revenue cutter went into those harbors and ordered the American vessels out by threat of seizure, and there was nothing left to them but to get out. Vancouver and Victoria newspapers have often stated that the halibut grounds belong to Canada, and have repeatedly charged the American fishermen with poaching. Several

American vessels have been seized for fishing within the three-mile limit by Canadian revenue cutters. The American captains have denied that they did so, but lost their vessels. Without commenting on the merits of these cases, we wish to ask this question: Has our United States government ever sent a revenue cutter or man of war to protect our halibut fishermen? No, but the Canadian government has several vessels in commission all the year to protect their fleet and harass any American fishermen. It does not look reasonable that American vessels would fish within the three-mile limit, even if there was no constant patrol of Canadian cutters. The records show that American vessels have had a larger average catch during the year than Canadian vessels which were allowed to fish within the three-mile limit. This proves that the best fishing banks are not close to the shore line."

"Do we want to destroy or drive away our industries and trade?"

"We have much to lose and nothing to gain."

April 22.

Halifax Fish Exporters Had Good Season.

The season which is now nearing its close has certainly been a pleasant one for those exporters who throughout the fall and winter were well stocked with fish. When they took a walk through their stores in the evening just before closing time, they could feel that when they returned on the morrow their stock would represent a larger money value than when they left it the day before. They were free too from the worry of chasing after business, particularly during the later months. They simply said: There are the fish gentlemen, and this is our price! And the gentlemen were glad to accept the price and take the fish.—Halifax Maritime Merchant.

Likes Baked Shark.

"Give me a good piece of shark," says John Swanson, a San Francisco seaman, who for 28 years has been windjamming in and out the tropics. "You see, one must know how to cook shark. There is a way of telling whether the meat is good or bad. You take a big chunk of it and bake it in a slow oven, but before putting it into the oven you stick a silver fork into the chunk. After the shark is well baked you pull out the silver fork; if the fork is discolored and polluted, then throw your baked shark overboard, for it is poisonous. If, on the other hand, the fork is as bright and clean as it was when you put it into the oven, then you have as fine a baked fish as you ever smacked your lips over."

A Costly Delicacy.

Fogas, the Hungarian fish that sell for \$2 a pound in Berlin, and are found in only one lake, will be transported to the United States alive in a tank of their native water for the benefit of President Taft. The president will be the guest at the annual dinner of the Hungarian Republican Club of New York, April 26, and the club's president, Marcus Braun, completed arrangements in Bremen last week to transport 500 pounds of fogas for the occasion. Fogas acquired European fame ten or twelve years ago, when a Paris chef de cuisine set a dish of them before the Prince of Wales, afterward Edward VII.

New Digby, N. S., Fish Company.

St. John, N. B. and Halifax capital has been invested in a new wholesale fish firm for Digby which will be known as the Nova Scotia Fish Co., Ltd., with Mr. E. M. Robertson, formerly of St. John, as manager. The new firm will purchase from Mr. Robertson, the Syda & Cousins plant near the head of the government pier, will enlarge their wharf property and make other necessary improvements. They will also add a fleet of up-to-date schooners in the near future and place themselves in a position to meet all competition, both in the importing and exporting of the various kinds of fish handled at that port.

Foreign Fisheries Notes.

Discouraging prospects continue to be reported for the Shetland winter herring fishery, and the present outlook is that no English fleet will seek those waters next year. The North Shields and Lowestoft drifters have left the Shetland grounds after eight weeks' stay at a loss of \$1500, about equally divided.

A fishery conference was held last week at Edinburgh, at which the principal questions discussed were trawling, Sunday fishing and the existing composition of the fishery board.